Safety	Response
Add Traffic Signal/Roundabout at Boulevard/Hope Valley	A traffic signal at the intersection at Hope Valley Road is warranted (Based on a 2012 traffic study). The project is currently unfunded and is not an eligible expense under the resurfacing project. A roundabout would be a costlier intersection treatment.
Boulevard Needs Pedestrian Crossings	This concept is outside the scope of the resurfacing project.
Speeding on Boulevard is a Problem	Weekday speeds 45-47mph. Weekend Speeds 48-50mph. The speed limit is currently 35mph.
Add Sidewalks	Sidewalk installation is outside the scope of the resurfacing project.
Remove On-Street Parking from Project	The current on-street parking configuration is under evaluation.
Upgrade/Enhance Speed Limit Signs	Existing Speed Limit signs will be evaluated for compliance.
Parallel Parking Will Impact Sight Distance (and decrease safety)	Existing illegal parked vehicles have a greater impact on sight distance than the proposed parking layout (due to the presence of bike lanes and bike buffers).
Speeding is an Issue in Curve (west of project) in Advance of Chapel Hill Rd. Overpass	Existing Speed Limit signs will be evaluated for compliance.
Will be Cut Through Traffic	Existing traffic will be evaluated for compliance.
On Street Parking (disapprove)	The current on-street parking configuration is under evaluation.
On Street Parking (approve)	The current on-street parking configuration is under evaluation.
On Street Parking (expand - near James)	The current on-street parking configuration is under evaluation.
Signalize Legion	Signalizing Legion is not recommended. The proposed pavement marking changes (adding an exclusive left turn lane) will address existing accident concerns.

Financial Impacts	Response
This Project is a Waste of Money	Completing a Road Diet under an existing resurfacing project has a high Costs/Benefits return.
Project Will Have Adverse Impacts on Businesses	A safer corridor should be more attractive to customers/businesses
Project is Not in the Holistic Health of Constituents	A safer corridor should be more attractive to customers/businesses

Feasibility	Response
Project Lacks Bike Lane Connectivity	The proposed bike lanes will provide connectivity from the Boulevard, to the north along Chapel Hill Road, to Duke University, the Ninth Street Business District, and Downtown Durham. Bike lanes also connect to the east of the proposed project to the American Tobacco Trail (via University Drive).

Traffic Flow	Response
Will the Road Diet Cause Congestion	City and NCDOT staff developed and reviewed a traffic model to compare the Boulevard as a 5 lane cross-section (as it is now) versus a 3 lane cross-section. The model included traffic volumes of 17,000 vehicles/day (current average daily traffic on weekdays is 14,000 vehicles/day, current weekend traffic is 12,000 vehicles/day, 2040 projections from the Durham Chapel Hill Carrboro Regional model are 14,000 vehicles/day). The model maximized left turn movements at the tightly spaced critical link of intersections along the Boulevard (Hope Valley Road, Fosters Market Entrance and Gugelhupf Entrance), and implemented a traffic signal at the intersection at Hope Valley Road (this intersection warranted a traffic signal based on traffic volumes from a 2012 traffic study – the project is currently unfunded and is not an eligible expense under the resurfacing project). The resultant delays were negligible.
Capacity Concerns	City and NCDOT staff developed and reviewed a traffic model to compare the Boulevard as a 5 lane cross-section (as it is now) versus a 3 lane cross-section. The model included traffic volumes of 17,000 vehicles/day (current average daily traffic on weekdays is 14,000 vehicles/day, current weekend traffic is 12,000 vehicles/day, 2040 projections from the Durham Chapel Hill Carrboro Regional model are 14,000 vehicles/day). The model maximized left turn movements at the tightly spaced critical link of intersections along the Boulevard (Hope Valley Road, Fosters Market Entrance and Gugelhupf Entrance), and implemented a traffic signal at the intersection at Hope Valley Road (this intersection warranted a traffic signal based on traffic volumes from a 2012 traffic study – the project is currently unfunded and is not an eligible expense under the resurfacing project). The resultant delays were negligible.
Reduce Speed Limit on Divided Highway Between South Square and Boulevard	The Boulevard (east of the project) is a divided highway. The existing 45mph speed limit is appropriate.
Add Left Turn at Nation	A left turn lane (3-lane cross section) is proposed at Nation Avenue. This configuration will mitigate eastbound rear-end accidents at Nation Avenue.
Similar Projects Experience Backups	The City is unaware of a capacity issue on a preexisting road diet project.

Logistics	Response
Provide Project Timeline	The project webpage will be utilized to disseminate timely information to project stakeholders.

Meeting Format Should Include Formal Presentation and Open Discussion	This presentation format will be considered for future project information sessions.
General Design Comments	**Response**
Add Landscaping	This concept is outside the scope of the resurfacing project.
Leave Paved Shoulder for Pedestrians	This concept is outside the scope of the resurfacing project.
Need Roundabout at University/Boulevard	This concept is outside the scope of the resurfacing project.
Good Transit Accommodations	Transit stops (pullouts) will be delineated where on-street parking is not in conflict.
Provide Limited Access (control left turns at full access driveways)	This concept is outside the scope of the resurfacing project. It will not be considered under the current financial/scoping constraints.
Pedestrian/Bike conflicts (pedestrians will walk in bike lane)	Pedestrian concerns (e.g. sidewalk needs) were the overwhelming consideration of the public comments. Pedestrian facilities are beyond the scope of the existing project.
Turning Movement LOS (impact of 2 opposing lanes vs. 1 opposing lane - less gaps)	City and NCDOT staff developed and reviewed a traffic model to compare the Boulevard as a 5 lane cross-section (as it is now) versus a 3 lane cross-section. The model included traffic volumes of 17,000 vehicles/day (current average daily traffic on weekdays is 14,000 vehicles/day, current weekend traffic is 12,000 vehicles/day, 2040 projections from the Durham Chapel Hill Carrboro Regional model are 14,000 vehicles/day). The model maximized left turn movements at the tightly spaced critical link of intersections along the Boulevard (Hope Valley Road, Fosters Market Entrance and Gugelhupf Entrance), and implemented a traffic signal at the intersection at Hope Valley Road (this intersection warranted a traffic signal based on traffic volumes from a 2012 traffic study – the project is currently unfunded and is not an eligible expense under the resurfacing project). The resultant delays were negligible.
Please Observe Weekend Traffic	Weekend traffic volumes were evaluated and documented. Supporting data (photos, traffic counts, speed data) is available upon request.
Will There Be Any Hardscape	No. All proposed changes are limited to resurfacing and pavement marking modifications.
Design Does Not Fit Road Designation (US Business Route)	US 15-501 Business was designed as the Highway through Durham in the 1960's. The Durham Freeway was designated as I-40 in the 1970's. Late in 1988, the final portion of I-40 between I-85 and Raleigh opened. As a result the traffic volumes along the Boulevard significantly decreased.
Reduce Speed Limit to 30MPH	Recent traffic data reveals the predominant vehicle speed range is 48-50mph on the weekend (45-47 mph on weekday). Reducing the speed limit signs will have no impact on the posted speeds.
Add Turning lanes	The center turn lane will remain as-is. There are too many driveways to create channelized turn lanes into each site driveway.
Do Not Remove Center Median	The center turn lane will remain.
What are the Project Limits	The resurfacing limits for this NCDOT resurfacing section are Tower Boulevard to University Drive. Proposed pavement marking and signage improvements are generally located between the Chapel Hill Road overpass and University Drive.
Will Not Hurt Business	The focus of the project is driver, cyclist, pedestrian safety. Traffic mobility and site access will not be directly impacted by the proposed restriping effort. Economic concerns were considered (road diets largely support economic growth), however the safety implications took precedence.
Is Angled Parking and Option	Angled parking was considered. The concept was dismissed due to the abundance of site driveways on both sides of the Boulevard (and in some cases pull in parking for individual parcels).
Can the Center Lane be converted to Bus Rapid Transit (Future)	The City/County has not recognized/adopted this area as a BRT corridor.
Need More Visible Signal Indications at Rockwood Shopping Center Exit	MUTCD regulations (and NCDOT) do not require signalization on a site driveway point of access at a signalized intersection
Evaluate Zoning/Parking Requirements in Urban Neighborhoods	The Durham Planning Commission is responsible for Zoning Modifications. See Guglhupf Parking Expansion A1400007 for additional information regarding recent parking needs.
Use Enforcement to Address Speeding	Durham PD, NCHP, Durham County Sherriff forces are limited. Enforcement would be based on staff availability. Enforcement would include on-street parking violations, jaywalking, wrong way parking.
Alternate Bike Routes Exist	Alternative routes exist. Connectivity amongst alternative routes is increasing. This project will close a loop connecting the ATT and Duke University/9th Street Shopping District.